

WASHINGTON.

"Liberty and Union, now and forever, one and inseparable."

THURSDAY, DECEMBER 29, 1853.

There was no legislative business transacted in Congress yesterday, both Houses having devoted the business hours of the day to paying funeral honors to the remains of their deceased colleague, the Hon. BROOKINGS CAMPBELL.

THE STATE OF MARYLAND.

The biennial session of the Legislature of the State of Maryland is to commence next week, as we are reminded by the notes of preparation for it in the Baltimore and other papers.

Among the necessary business of the session is to be, as we understand, a choice of a Senator of the United States for the term commencing on the 4th of March, 1855, to fill the vacancy which then occurs by the expiration of the term of service of Mr. Senator PEARCE. Not having any means of knowing who are to be the candidates for that trust, we of course intend no disparagement to the capacity or claims of any one of them when we say that the present occupant of that seat has discharged the duties which attach to it in a truly, honest and intelligent spirit, and with an efficiency honorable to himself and to his State, to which, undoubtedly, his valuable experience in the National Councils has greatly contributed.

THE PACIFIC RAILROAD.

When this subject is named every body thinks of the great projected Railway across the Rocky Mountains to California; but it seems that a road under this title is actually begun and partly in operation; that is, from St. Louis, through the southwestern part of Missouri, towards Arkansas, for a distance of about three hundred miles.

The St. Louis Republican says the business on this Pacific Railroad continues steadily to increase, and that a large amount of freight will have been carried in December.

Referring back to the legislation of Congress on the subject of Railroads, we find that by an act of 20th of June, 1852, the right of way was granted to the State of Missouri and a portion of the public lands (six alternate sections on each side of the road) to aid in the construction of railroads from the town of Hannibal to the town of St. Joseph, in Missouri, and from the city of St. Louis to such point on its western boundary as may be designated by said State.

A bill was pending at the last session for a grant of land to aid in the construction of a line of railroad from St. Louis to the Kansas river.

An act was passed February 9th, 1853, granting the right of way and making a donation of land (six alternate sections on each side of the road) to the States of Arkansas and Missouri, to aid in the construction of a railroad from a point on the Mississippi opposite the mouth of the Ohio river, by way of Little Rock, to the Texas boundary, near Fulton, in Arkansas, with branches to Fort Smith, &c. This is an extensive improvement, and embraces several important points.

And whilst these works are proceeding, the Legislature of Texas is engaged upon a bill of great magnitude in regard to a "Pacific Railroad." The bill grants sixteen sections of land for each and every mile of railroad running from some point on the line between that State and Arkansas, north of Fulton, to El Paso.

This grant of sixteen sections to the mile, it is calculated, will amount to more than eight millions of acres of land. The cost of the road through Texas is estimated at twenty millions of dollars. The scheme seems to be popular in Texas, being considered the great Pacific highway. Senator RUSK has been active in support of the bill before the Texas Legislature.

THE CAPTURE OF THE TURKISH FLEET.

The Editor of the New York Evening Post, lately an observant traveller in Europe, does not appear to have been taken by surprise, as many others were, by the recent capture of a part of the Turkish fleet at Sinope. In alluding to the event the Editor of the Post says:

"The wonder is that after all we have heard of the naval preparations made by the Russians in that quarter, of the activity which has prevailed in their ship-yards and armories, and of the vessels which have been put in order for cruising in the Euxine, the statements and journalists of Western Europe should still suppose, as they seem to have done, that this fleet was merely intended for a holiday purpose, to swim the unstable waters of that sea as an imposing pageant. It was intended, of course, for the purpose to which it has just been put—to break up the Turkish commerce, destroy the Turkish ships, and intercept the Turkish supplies on their way to the principalities. The Turks, we think, must have known from the first what it was designed for, but those in England and France who speculate on Eastern politics seem not to have made the discovery till now.

"It seems now to be thought that the French and British fleets, instead of lying idle at Constantinople, where there is nothing for them to do, will be ordered to take their station in the Black Sea to observe the proceedings of the Russian fleet, and intercept, in case of necessity, for the protection of their Turkish ally.

"Meantime the quiet pertinacity of the Russian Government seems quite as much in the way of any adjustment of its quarrel with the Porte as the just indignation which the Sultan feels at the military occupation of his dominions. From the very beginning of the quarrel the Russian Government has shown no symptoms of a disposition to retract any single step it had once taken. It has presented an impervious front to all the arts of diplomacy. The successes of its fleets will, in all probability, encourage it to adhere the more steadily to its original plan, and render it still more difficult for the four Powers, who have taken upon themselves the task of mediation, to dislodge it from the Principalities."

Amongst the passengers from Europe in the steamer Pacific are the Hon. THOMAS M. FORT, late Chargé d'Affaires to Austria; Madame BONISCO, in company with Lieut. M. BONISCO, of the Russian navy; HENRI BONISCO, bearer of despatches; and M. STOECKL, of the Russian Legation.

THE RAILWAY ROUTE TO SAN FRANCISCO.—An extraordinary record of persons and news is recorded in the California papers of the 17th ultimo, by way of Vera Cruz, the city of Mexico, and Acapulco. By this route European news was received at San Francisco in twenty-seven days, and news from New York in seventeen days. This seems hardly credible, but so it is, and the San Francisco papers express their astonishment at the speed, as well as they may. We are told that this route will soon be open to passengers; post coaches and horses being already in Mexico in a number sufficient to open the line very early in the ensuing year. When the Tehuantepec route is opened, as in time it will be, there will be four excellent conveyances from the Atlantic to the Pacific, and the time is not far distant when there will be a profitable business for each of the companies interested in the conveyance of freight or passengers.—New York Express.

The Hon. JOSHUA R. GIBBON was quite ill at New York on Tuesday—so much so that he could not fulfill an engagement to deliver a lecture at the Tabernacle.

POLITICAL FUSION IN MASSACHUSETTS.

The official returns of the Senatorial Elections in Massachusetts have just been published. It appears that twenty-one Senators have been chosen, viz: six Whigs in Suffolk, two in Hampshire, two in Barnstable, and one in Nantucket and Dukes, eleven in all; five Coalitionists in Worcester, one in Hampden, one in Berkshire, one in Franklin, and two in Bristol; ten. This leaves five vacancies in Essex, six in Middlesex, one each in Hampden, Berkshire, and Bristol, two in Plymouth, and three in Norfolk. These vacancies will all be filled by Whigs, as the duty of selecting them from the candidates having the highest number of votes will devolve upon the House of Representatives, in which body the Whigs have a large majority.

The political victory here officially certified is the more gratifying from its having been achieved by the Conservatives of Massachusetts over the combined forces of Democracy and Free-soilism, which, by making common cause, though differing upon almost every point in politics, have succeeded for the last three years in obtaining and keeping possession of the State Government in Massachusetts. This Coalition has now been signally defeated, and we trust, finally; for we doubt if there ever existed for political purposes a more exceptional union of parties, each having professions and aims, except in regard to the honors and emoluments of public office, the very opposite of each other. This fact has often been made manifest in our columns, in noticing the incidents or results of their unscrupulous tactics, but never in language so forcible as it was recently done by the leading organ of one of the coalescing parties, when, before the late nominations of candidates were made, it seemed to expect that the Democratic wing of the Coalition would have sufficient firmness and honesty to decline a renewal of the bargain which had already involved it in disgrace. What was then so expressly said is even now worthy of being placed on record, as exhibiting in proper contrast the incongruous elements of the combination over which the Conservatives of Massachusetts, without any sacrifice of honor or of principle, have finally triumphed. We therefore extract the substantial part of the leading editorial article of the "Boston Post" of September 22d, as follows:

"The Democratic organization of the Nation and of the State, as to the great and vital questions of the time, stand pledged to consider the compromise measures as a finality; the Free-soilers avow eternal hostility to the party that supports them.

"The Democratic organization stand pledged to resist all attempts to renew the slavery agitation, in Congress or out of it; the Free-soilers resolve that their grand object is to continue it.

"The Democratic organization stand pledged to maintain the fugitive law; the Free-soilers declare that, while that law remains upon the statute book, it will be a by-word and a reproach to the nation.

"The Democratic organization stand pledged to protect the constitution and the rights of the States; the Free-soilers resolve that their paramount object is to destroy the influence of the slave power.

"This parallel might be run further. The Democratic organization regard even the preservation of the Union to depend on the preservation of the rights of the States; the Free-soilers ridicule the idea of the Union being ever in danger from such cause.

"Such is the antagonistic position of the two organizations. They cannot, without a gross violation of principle, unite at the polls. Such union would be suicidal on the part of the Democracy. It would be a violation of the pledge they have made to stand together for a common cause. It would give life, vitality, and strength to that pestilential sectionalism which is so detrimental to the great interests of the country, and which it is so necessary should never have strength again. No patriotic Democrat should lend his influence to do this; and every good citizen should abandon an organization which can never be successful until the American people forget the past and are ready to throw away the brightest heritage ever bequeathed to man.

"The only patriotic course for the Democracy of Massachusetts is to stand by their organization; to nominate and vote for only Democrats; to do this in State, county, and town elections; and to see to it that men are elected to the Legislature who will not, let the consequences be what they may, sell themselves to the Free-soilers."

The expectations of the Post, however, (if really entertained,) that its friends would renounce the Coalition, were doomed to disappointment. On the very day its article was published there assembled at Worcester the State Democratic Convention of Massachusetts, composed of several hundred delegates, representing all parts of that Commonwealth. During the sitting, it is true, a resolution was submitted which proposed to repudiate any further joint action with the Free-soilers, but this resolution was quietly referred to a committee, whose chairman silently put it in his pocket, and the Convention completed its business and dissolved. The time soon arrived for holding the different County Conventions. It so happened (not accidentally, of course) that such of these Conventions as represented the Democratic and Free-soil parties, although organized and acting as distinct bodies, found it convenient to assemble on the same days and in the same towns. Between them civilities were quickly interchanged; conferences followed; each party formally agreed upon its allotted portion of the candidates to be placed upon the Senatorial ticket; and, finally, these double-faced tickets were gravely nominated, in turn, by each Convention, and supported at the polls by the constituents of each. Here, for instance, are a couple of resolutions which were adopted by the County Conventions at Taunton—the one by the Democrats, and the other by the Free-soilers:

Democratic Resolution. Resolved, That our motto shall be "Actuate, agitate, agitate;" on the slave question, at all proper times and places, until the infamous Fugitive Slave Bill, with its accompanying abominations, shall be erased from the statute book; and that we will never cease our efforts until that object shall be accomplished.

Free-soil Resolution. Resolved, That, as members of the great Democratic party, we hereby re-affirm our adherence to these Democratic principles which constituted the basis of our National Union and triumph in 1852, (i.e. the BURLINGTON PLATFORM), and which have been faithfully illustrated in the policy of the National Administration, and most signally re-endorsed by the people in every recent election in the country.

Will it be believed that Conventions which adopted such entirely different expositions of their principles, nominated precisely the same men as their candidates to support their principles? Such is nevertheless a fact; and a fact not less remarkable, is, that the "Boston Post," looking exclusively to the interests of its party, supported this collusive policy and labored for its success, in the face of its own indignant condemnation of it, as above quoted. That article, it has been somewhere insinuated, with all its ostentatious display of patriotic enthusiasm, was put forth merely to influence the Southern elections, the time for holding which being near at hand. But, whether this were so or not, it does not affect the truthfulness of the portrait which the "Post" has drawn of the two parties composing the Coalition.

We place the above statement in our columns simply as chroniclers, to record facts belonging to the political history of the day, rather than with any view now to cast reproach on a defeated unnatural Coalition.

SWEDEN.

The Diet of Sweden was opened in solemn form at Stockholm on the 24th of last month. The speech of King OSCAR to the assembled estates of the realm is so honorable to the head and heart of that excellent Sovereign that we place the whole of it before our readers. It contains a touching reference to his domestic affliction, and breathes a noble and evidently sincere spirit of patriotism, which will give it interest for all who share with us a true respect for the virtues and valor of the renowned "Northernman."

During the time which has elapsed since the last meeting of this assembly Divine Providence has inflicted upon me and my house a most painful trial by the loss which the inhabitants of the United Kingdom have joined with me in deploring. The remembrance of the lively sympathy which my faithful and beloved subjects showed me in my sorrow, as well as of the warm affection of which I received so many touching and precious proofs during my dangerous and protracted illness, shall forever remain in my grateful heart, and still more strengthen the sacred bonds of attachment which unite me to the noble inhabitants of the Scandinavian Peninsula.

The Divine Providence who imposed the trials has also, through the birth of my grandchildren, given me a new proof of his unceasing mercy. The stability hereby attained in the succession to the throne is for us all a source of satisfaction and gratitude.

A cruel scourge has again desolated the kingdom; and the Swedish people have met it, as before, with composure and resignation to the decree of Providence.

Our relations with all the foreign Powers continue to bear the stamp of mutual friendship and confidence. I shall never cease to devote my most earnest efforts to the promotion of our common interests, and to promote the true interests of the world.

Agriculture, that principal branch of our industry, has made during the latter time great and most satisfactory progress. The increased harvest, resulting from this state of things, have nevertheless not in an equal proportion contributed to an increased prosperity. Wasted to a great extent in the fabrication of a liquor the abuse of which threatens to undermine the most noble faculties of our population, these harvests have not been able to prevent the necessity of importing from foreign countries those necessities of life which our own soil, with a more sound economy, would have yielded even above our home consumption.

The time has come, gentlemen, to enter upon another path more conducive to the general good. A noble and patriotic feeling animates in this respect all good citizens. From all parts of the kingdom petitions have been presented to me soliciting that a limit may be put to the present extravagant fabrication of strong drink, and to the immoderate abuse which is the consequence of the facility in obtaining it. A proposition embracing this important subject will be presented to you, and I am convinced that you will with eagerness meet my paternal wishes.

I shall cause propositions to be laid before you for the simplification of the ground taxes, in order to complete the regulations on this important subject, in conformity with the general principles adopted at the last Diet.

One of our first cares must be devoted to the means of furthering the progressive development of our material resources, to the advance of industry, the improvement of our means of communication in accordance with the exigencies of the times, and to the opening of new sources of subsistence and well-being to the laboring population. You will find in the propositions which will be submitted to you fresh evidence of my solicitude to attain this great purpose, and I count in this respect upon your enlightened and efficient co-operation.

My sense of duty imposes upon me, in the face of the present political situation of Europe, to lay before you a detailed statement of the appropriations required to complete our system of defence, and to place in its such a state as to guarantee the independence of the kingdom. Every sincere friend of his country must devote to this important subject his serious attention. Never did a Swedish King make in vain an appeal to Swedish men in the interest of their honor and independence. You will show yourselves, I am convinced, the worthy representatives of a nation whose heroism and self-sacrificing love of their country have inscribed the Swedish name with indelible characters in the brightest pages of history.

In examining the propositions submitted to you, you will find that the new appropriations asked for the public works, for the army and for the navy, will not require any increase of the ordinary taxes voted by the last Diet. In virtue of the Constitution, I declare your deliberations opened, and, in imploring the blessing of Almighty God, I renew to you the assurance of my affection and royal good will.

IMPORTANT TO POSTMASTERS AND OTHERS.

We understand that, by recent instructions of the Postmaster General, the exchange offices of New York and Boston are required to report every Postmaster taking wrong rates of postage on letters to foreign countries. We also learn that from these reports it appears that, besides other errors, a great many letters for the continent of Europe, marked to go "via Liverpool" or "via England," are taken by offices in the interior at rates applicable only to the direct Bremen line. This, of course, causes confusion, and often results in loss to the sender.

Persons writing to the continent are advised to use light paper, especially if their letters are to go either through or to France, Switzerland, or Italy, where the quarter-ounce scale for letters (except by the Prussian coastal mail) still prevails.

The New England Society of New York held its annual meeting at the Astor House yesterday, Hon. MOSES H. GRINNELL, the President, in the chair. After a debate as to the decline in the fund and charities of the society, Mr. GRINNELL was elected President and SIMON DRAVER Vice President for the ensuing year, with a number of other officers. Mr. W. M. Everts reviewed his resolution, which was adopted at the last meeting, providing for the appointment of a committee to raise funds for the erection of a monument to the memory of Daniel Webster. The committee was increased to twelve members, and instructed to consider the propriety of making the statue of marble instead of bronze.

NEARLY A QUARTER OF A MILLION OF PROPERTY MISSING.—On Friday (of last week) the ship *Abby Pratt*, from Calcutta for Boston, went ashore on Nantucket Shoals, and was abandoned by her officers and crew, who proceeded to Nantucket for assistance. A steamer was procured, and several boats started on their own hook with the hope of obtaining salvage; but the most diligent search had failed to discover this rich waif, which probably floated off, and is either adrift upon the waters or has sunk to the bottom.—Boston Traveller.

BALTIMORE AND OHIO RAILROAD.

The ordinance providing for a loan of five millions of dollars to the Baltimore and Ohio Railroad Company, to complete the road and for other purposes, was finally passed by the City Council of Baltimore on Friday afternoon. It requires now but the approval of the Mayor, which it is presumed will not be withheld, to render it complete so far as the city is concerned. We announce with gratification the satisfactory settlement of this important matter. The confidence of the city in the road and in its ultimate success has now been proven in the fullest manner, and the future should show that this confidence has not been misplaced.—Baltimore American.

THE LOO-CHOO ISLANDS.—Mr. BATAARD TAYLOR has given an account of Commodore PERRY's visit to the Loo-choo Islands, which he concludes as follows:

"Whatever may be the issue of the negotiation with Japan, Commodore Perry has opened Loo-choo, its most important dependencies. At the same time, by his purchase of the tract of land best adapted for a coal depot, on Port Lloyd, in the Bonin Islands, he has secured to the United States the only available station in the Western Pacific for a line of steamers between China and California. Honolulu and Port Lloyd are the natural stopping places on the route between San Francisco and Shanghai. For the first coal, may be transported from Oregon and Vancouver's Island; for the second, from the Japanese Island of Kinsin, less than five hundred miles distant. Loo-choo lies too far south for the route to Shanghai, but that to Hong Kong passes near it. Its sum of \$248,000 for the exclusive right of keeping them open to commerce is too trifling to be an object of consideration; but as a naval station or a port for supplies it has many things to recommend it, and the step which has been made toward bringing it into the list of lands which are open to intercourse with the civilized world deserves to be recorded.

THE NAVY.

FOR THE NATIONAL INTELLIGENCER.

The whole country manifests renewed interest in the condition and efficiency of our navy, and especially in the steam-branch of the service. Congress is about to legislate it into a new shape, so as to combine effectively the sail and steam-power on board the fleet. It is the most important step yet taken by the country to give strength to this long-heretofore arm of national defence. It is also high time to do it, for we are ten years behind the maritime Powers of Europe in this respect.

Twenty years ago Government recommended, and the policy was acquiesced in by the country, that we should await the progress made in steam for ships of war by other Powers and profit by their labors. These twenty years of experimental labors have rewarded one of them (England) not only with the most powerful steam fleet in the world, but have reared for her in the process men—officers and men—to whom steam as an element of war is as familiar and habitual as the wind and sea. We have lost, then, the most valuable thing for which we unwisely waited twenty years, to wit, experience. And to this undoubtedly we owe the many failures in our efforts to create a steam navy for the country.

The failure of our steam navy may be traced, in addition, to several other concurring causes, but in no manner to the one so commonly assigned, namely, that the Government built the ships in the public dockyards. The hulls of all, except the iron-ships, were constructed in the public dockyards as they were designed in the naval bureau; and for model, strength, and the purposes of war, these vessels in their hulls have not only never failed, but are, in fact, unequalled by any others now afloat. On the other hand, the engines and machinery of all but two small craft (Waterwitch and Hancock) were built in private workshops and by contract. The engines, it is true, were for the most part designed by the steam engineers introduced into the navy, full grown from the civil marine steam service. But, however talented and able some of these undoubtedly were, the subject of steam applied to war was new to them; they had not the twenty years' experimental knowledge of their brother engineers abroad to guide them, and they and the contractors failed for a time, (not yet gone by,) as might have been expected.

And so with the naval administration. The subject was new to the civil and naval officer. We had put off knowledge for twenty years, and "a stern chase is along one." This want of experience, for which England has paid the full price to obtain by the devotion of twenty years and many millions of money, caused us to persist in the side-wheel steamers obstinately after the system was abandoned by our wiser rivals over the water. It laid us open to the adoption of projects which years were lost and treasure squandered, and the country left with a few powerless steamers to do its necessary work. We have not at this moment in the United States one single war steamer that could take the sea to save the honor of the country from the reproach of nations. It is this want of experience which in the year 1853 forced us to dispatch to Japan steamers like the *Powhatan*, of nearly four thousand tons capacity, requiring a fleet of colliers to feed her furnaces, to carry six guns, a full unwholly they under sail alone, crippled like a beaten ship when her engine breaks, (as it has already,) her boilers and machinery above water, exposed to every shot, and liable to be beaten by a gun-boat.

This same ship (and her class) would have carried a frigate's broadside, with her whole system of machinery, boilers and all, below the water-line, secure from harm, if the modern and now well-developed propeller system of the British navy (for which we waited) had been adapted to her or side to it. The supply of coals first taken in would have lasted her to India and back again; and under sail, with her fires put out, she would outlast the fastest frigate in the navy. She could do the duty of half a dozen frigates.

Misfortunes beget wisdom. We know our errors and can avoid their repetition. We also now know what is wanted. We want no more side-wheel war steamers that a grape-shot may destroy, each costing a million, to carry six guns, and the transportation of a coal mine after her to keep her going; no more "submerged propellers," no "bomb-proof" ships, nor patent "Lamb & Sumner" boilers, &c., nor speculative steam men of war of any sort; but a real downright steam ship of war, to be she sloop, frigate, or line-of-battle ship, with a full broadside, with a full ship rig, of full sea power, backed by the simple full-power steam engine driving a two-bladed propeller, capable of being lifted when out of use and stowed as conveniently as a bow-ancher, such as are now in full and successful operation in all the modern war steamers of the British navy. Add to these indispensable requirements a fresh-water condensing apparatus for daily use connected with the cooking galley, on which to rely for your supply, and we have the war steamer fit for any service. Such is the modern screw war steamer of the British navy as I have seen them. The boilers are below the water-line, as well as all the engine, except the smoke-stack. A single tank of fresh water is the whole supply, the necessary quantity being made by the condenser daily, fuel and provisions taking the place of water-tanks.

Is it too much to demand of our navy officers, of our constructors, of our master machinists, to equip for us steam ships of war combining in perfection each and all of these essential qualities? It is done elsewhere, and we should not be satisfied with less. The counsel which advises less is bad counsel, and should be set aside for better.

CRUISE OF A BOTTLE.

KEY WEST, DECEMBER 22, 1853.
"DEAR SIR: The enclose is picked up on Wednesday, the 16th of November, 1853, on Elliott's Key, coast of Florida, about four miles north of Caesar's creek. The wind was and had been very strong from the northward and eastward. The waters had been set back to that extent as to make the tide rise higher than it had been since the severe hurricane of 1846.

"Respectfully, your obedient servant,
"CORNELIUS CURTIS.
"Lieut. MAURY, Sup't National Observatory."

U. S. MAIL STRAINER PHILADELPHIA.
From New Orleans to Aspinwall,
24th May, 1853, 5 P. M.
Latitude 23° 40' north.
Longitude 86° 30' west.

When found picked up on the place, and communicated to Lieut. MAURY, National Observatory, at Washington.
J. P. MCKINSTRY, Commander.

RIOX.—At Williamsburg, (New York,) on Sunday night, a serious riot took place in which a hundred persons were engaged, using clubs, stones, knives, &c. The disturbance originated between two factions styling themselves the "Cashes" and "Gilligans," backed up by their friends. The leaders of the riot had some difficulty in the early part of the evening, and after collecting together their friends, armed as above stated, a most desperate battle ensued, in which nearly all were more or less injured. Patrick Cash was stabbed, and not expected to recover, and James Cash had his skull open by a blow on the head. Michael Murray and James Slaven dangerously injured with stones and clubs, so as to be confined to their beds. A number of those engaged in the disturbance were arrested the next day and held to bail.

TREMENDOUS FIRE IN NEW YORK.

NEW YORK, Dec. 27.—An immense fire occurred this morning, by the five large wholesale flour warehouses on the wharf, and three or four ships, including McKay's mammoth vessel, "The Great Republic," were completely destroyed. Several other ships were greatly damaged. The loss is immense.

SECOND DISPATCH.

NEW YORK, Dec. 27.—A strong northwest wind blowing when the fire broke out, and the flames spread with great rapidity. Seven wholesale establishments were completely destroyed, viz: Treadwell & Son's extensive bakery on Front street, D. W. Main, Farling & Co., Jones & Rowland, C. Harris & Co., R. W. Reynolds & Co., Denbury's Bell Foundry, and Davidson & Young's extensive Cracker Bakery.

The ship *Great Republic* was burnt to the water's edge. She was scuttled, but the water was too shallow to allow her to sink. She was a fine specimen of a vessel, of which nothing was saved. The packet ship *Joseph Walker* and clipper *Red Rover* were totally consumed. The packet ship *De Witt Clinton* was nearly destroyed. The clipper ship *White Squall* was towed down the stream enveloped in flames.

THIRD DISPATCH.

NEW YORK, Dec. 27.—The ship *Great Republic* was insured for \$300,000, principally in New York. Her cargo was valued at \$800,000; insurance unknown. The ship *Joseph Walker* was insured for \$90,000 in Wall street. The *Red Rover* was not insured much, she and the *Whirlwind* being towed down the stream. The *White Squall* was owned by William Platt & Son, of Philadelphia. She floated down to the navy yard, where she burnt to the water's edge.

[The "Great Republic," built by DONALD MCKAY, of Boston, was the largest merchant ship ever built. She was of five thousand tons burden, and could carry forty thousand barrels of flour. Her storage capacity was six thousand tons; her length 325 feet; width 55 feet; depth 39 feet. She had four complete decks; also four masts, which ranged in length from 122 to 161 feet. Her fore and main yards measured, respectively, 110 and 120 feet. She was arranged to carry a crew of one hundred men and thirty boys. The following list of materials used in her construction may convey some idea of her magnitude:

Hard pine.....1,500,000 feet.
White oak.....2,050 tons.
Iron.....3254 do.
Copper, exclusive of sheathing.....50 do.
Number of days' work upon her hull.....50,000
Yards of canvass in a suit of sails.....15,553

This fine ship was expected to depart on her first voyage next Thursday or Friday, and prior to Sunday had already taken on board 9,000 barrels flour, 60,000 to 70,000 bushels of corn and wheat, 1,000 bales of cotton, 3,000 barrels rosin, 1,000 hoes of beef, &c.

Eds. Nat. Intell.]

A FORTNIGHT LATER FROM CALIFORNIA.

The steamship Northern Light arrived at New York on Saturday, from San Juan, with San Francisco papers to the last instant.

She brings a million and a half of specie and upwards of five hundred passengers, who have made the passage from San Francisco to New York in less than twenty-three days.

The following is extracted from a summary of events in the "Alta California" of the 1st instant:

The past fortnight has been a very important one for the miners. The rain has filled the gulches and raised the rivers, and the works of the dry season are closed.

The diggings in the river beds have been abandoned, and in many cases valuable dams, flumes, &c. have been swept away, although the rain has not been great. The miners now look back upon and count their profits and losses for the last six months.

The shipments show that undiminished amounts of gold have been produced, yet many of the diggers complain that they have spent much money in cannelling, machinery, &c., and have made little.

The flumes which have not been carried off are being taken down, to be used next year.

The miners are pretty well prepared for the winter, and if it be favorable the golden harvests will be richer than ever.

Some miners having no good prospect for the winter are preparing for next summer. Canals, to be finished by June, have been commenced on the North Yuba, Middle Yuba, and North Fork of the American river.

Many similar enterprises have been planned, and they will have a very important effect on the prosperity and produce of the mines.

New diggings have been found in a number of points, but nothing extensive.

Sierra County, the tunnels pay very well. A lead two hundred feet wide, evidently once the well of a stream, has been found under a mountain, and six hundred feet above the level of the Middle Yuba, near by. In this lead are found the remains of trees, some rotten, others changed into a mineral resembling sulphate of iron.

Several valuable quartz veins have been opened in El Dorado; and some discoveries have been made in Calaveras which, it is thought, will raise the latter to a high position among the quartz counties.

FROM OREGON AND WASHINGTON TERRITORIES.

Advices from Oregon and Washington Territories are two weeks later, to November 14.

Immigrants by the new route over the Cascade Mountains had suffered very severely.

There had been renewed troubles with the Indians of South Oregon.

Governor STEVENS was expected at Olympia, Washington Territory, on the 10th of November, and would immediately organize a Territorial Government.

Commander ALLEN, of the United States surveying steamer *Active*, reports having arrested the principal Indians engaged in the disturbances in Washington Territory.

SANDWICH ISLANDS.

Two weeks later intelligence had been received from Honolulu, viz: to November 5.

During the fortnight ending on that day 112 whalers had arrived at Honolulu, Lahaina, and Hilo.

The whalers arriving were all American, except three Bremen, three French, and one Russian.

Eighty-seven whalers remained at Honolulu on that day and fifteen on the 10th.

The small-pox has abated at the port of Honolulu, but still lingered in the rural districts of the island.

During the week ending November 5th there were new cases in Oahu, with 101 deaths; and five new cases were reported at Honolulu. The total number of cases reported to November 5th, 6,015; the total number of deaths for the same period, 2,295. Total number of persons vaccinated at the vaccine establishment at Honolulu up to November 1st, 2,946.

The political ferment in the islands had completely subsided. The policy of a system of free-trade now occupied the attention of the papers and principal men.

FROM THE ALTA CALIFORNIA OF DECEMBER 1.

The Sonora filibustering expedition which left this port in the Caroline is now forty-five days out, and it is time that we should hear from the vessel. It left this port on the morning of the 17th of October. The property of Guaymas is about fifteen hundred miles, and a good sail, such as the Caroline is said to be, should make the passage in fifteen days. The United States transport Gen. Patterson arrived at San Diego on the 17th ultimo from Guaymas, and nothing had been heard of the filibusters since she left. The San Diego paper does not give the date of her leaving Guaymas, but it was probably about the 5th. The expedition, it will be remembered, was composed of about two hundred men. We presume that they will land without any difficulty and take Guaymas and Hermosillo with very little trouble. After that, however, their progress will be uncertain, and will depend upon circumstances.

If they should succeed in getting possession of all the principal towns, it is to be presumed that Sonora will be forever independent of Mexico. All of the foreigners who will go with the invaders, and many of the natives and parties will go from this State to aid it. It is not likely that Mexico will send any formidable army into the field. It is reported that Gen. Tacón is on the march with twenty thousand men, but the Mexican papers say nothing of it, and it is very doubtful. To send troops from the city of Mexico will require two months. Santa Anna will, of course, not leave the capital, and none of his generals will be very anxious to fight the Americans.

Should the expedition finally succeed, it might be a magnificent speculation for the filibusters, though the majority of them will not know how to ply their services with the Government land. We have before us a Sonora bond issued on the 1st of May last. It reads thus:

["\$500." INDEPENDENT LOAN.["\$500." the sum of \$500, and the Republic of Sonora will issue to him who assigns a land warrant for one square league of land, to be located on the public domain of said Republic. Signed this first day of May.

Colonel of the Independent Regiment.

Seamen in London are still scarce, and their wages keep up. In London it is great difficulty in getting seamen, unless at very high prices. An anchor at \$5 and \$5 10s. a month is given to seamen on board of colliers.